

sary, thoroughly clean off all grease with lacquer thinner.

10. Apply 14-16 grams (0.5-0.6 oz.) of multi-purpose grease (NLGI No. 3) to the waterproof seal lips (**Figure 21**) as shown in **Figure 18**.

11. Make sure the large O-ring seal (**Figure 22**) is in place before installing the brake drum.

12. Install the front brake drum and bolts. Tighten the bolts to the torque specification listed in **Table 1**.

13. Install the front wheel as described in this chapter.

Inspection

NOTE

The front hub on 4-wheel drive models is not equipped with any bearings. The front wheel bearings are located in the front steering knuckle and are covered in a separate procedure in this chapter.

1. Inspect the grease seal (**A**, **Figure 23**). Replace if it is deteriorating or starting to harden.
2. Inspect the threaded studs (**B**, **Figure 23**) on the front hub. Replace as necessary.
3. Thoroughly clean out the inside of the hub splines with solvent and dry with compressed air or a shop cloth.
4. Inspect the splines (**Figure 24**) in the hub. If worn or damaged, replace the front hub.
5. Install a new hub and tighten the bolts to the torque specification listed in **Table 1**.
6. Pack the wheel hub splines with multipurpose grease.

HANDLEBAR

Removal

Refer to **Figure 25** for this procedure.

CAUTION

Cover the seat, fuel tank and front fender with a heavy cloth or plastic tarp to protect it from the accidental spilling of brake fluid. Wash any spilled brake fluid off any painted or plated surface immediately as it will destroy the finish. Use soapy water and rinse thoroughly.

1. Remove the bolts (A, **Figure 26**) securing the front master cylinder to the handlebar and lay it over the front fender. Keep the reservoir in the upright position to minimize loss of brake fluid and to keep air from entering the brake system. It is not necessary to remove the hydraulic brake line from the master cylinder.

2. Remove the screws and clamp securing the throttle assembly (B, **Figure 26**) to the handlebar and remove the assembly. Lay the assembly over the front fender. Be careful that the cable does not get crimped or damaged.

3. Remove the wire band (A, **Figure 27**) holding the brake and left-hand switch housing wires to the handlebar.

4. Remove the screws securing the left-hand switch assembly (B, **Figure 27**). Disconnect the choke cable from the switch assembly (C, **Figure 27**) and remove the switch assembly.

5. Remove the screws and clamp (D, **Figure 27**) securing the left-hand brake lever and remove the assembly.

6. Remove the small nameplate (**Figure 28**) in the handlebar cover.

7. Remove the special screws (A, **Figure 29**) and rubber grommets securing the handlebar cover (B, **Figure 29**) and move the handlebar cover back onto the fuel tank.

8. Remove the bolts securing the handlebar upper holders and remove the holders.

9. Remove the handlebar.

10. To maintain a good grip on the handlebar and to prevent it from slipping down, clean the knurled section of the handlebar with a wire brush. It should be kept rough so it will be held securely by the holders. The holders should also be kept clean and free of any metal that may have been gouged loose by handlebar slippage.

Installation

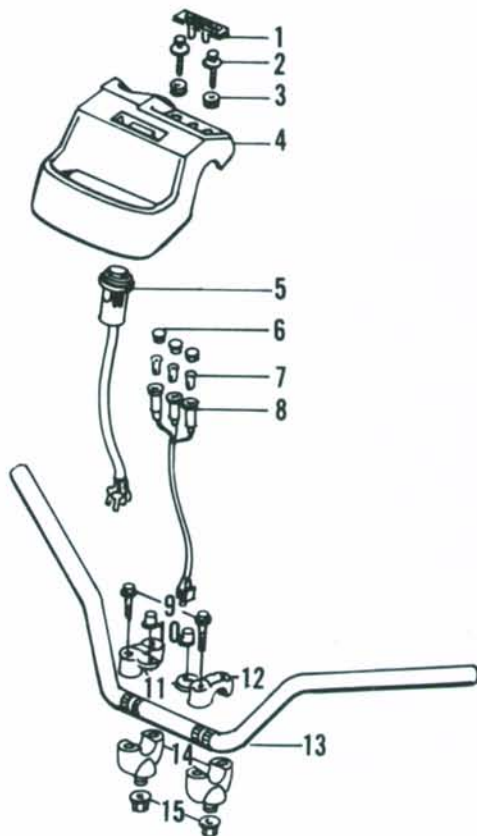
1. Position the handlebar on the handlebar lower holders so the punch mark on the handlebar is aligned with the top surface of the handlebar lower holders (**Figure 30**).

2. Install the handlebar upper holders with the punch mark facing toward the front.

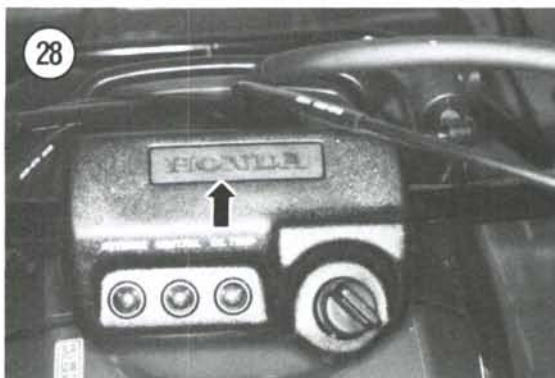
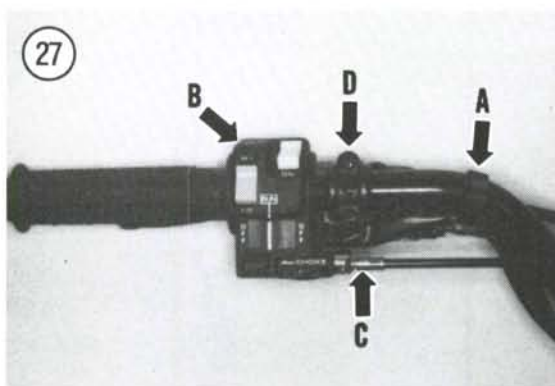
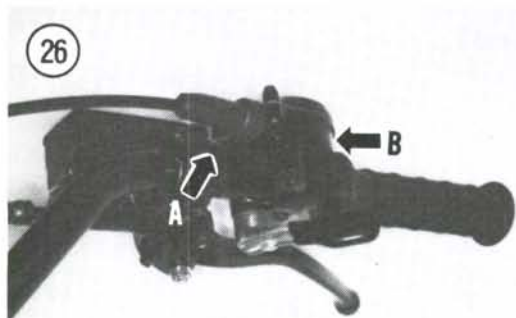
3. Install the handlebar holder bolts. Tighten the forward bolts first and then the rear bolts and tighten to the torque specification listed in **Table 1**.

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HANDLEBAR



1. Nameplate
2. Special screw
3. Grommet
4. Handlebar cover
5. Ignition switch
6. Lens
7. Bulb
8. Socket assembly
9. Bolts
10. Collars
11. Handlebar upper holder
12. Handlebar upper holder
13. Handlebar
14. Handlebar lower holders
15. Self-locking nuts



4. After installation is complete, recheck the alignment of the punch mark on the handlebar. Readjust if necessary.

5. Connect the choke cable onto the left-hand switch assembly.

6. Install the left-hand switch assembly onto the handlebar and insert the switch locating pin into the hole in the handlebar. Install the screws and tighten securely.

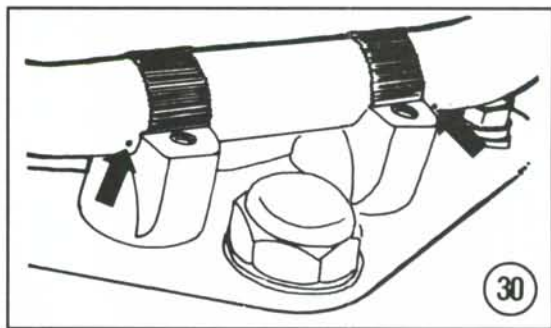
7. Install the left-hand brake lever assembly. Position the clamp with the dot mark toward the top and install the screws. Align the split mark of the housing with the punch mark on the handlebar. Tighten the screws securely.

8. Install the wire band holding the brake and left-hand switch housing wires to the handlebar.

9. Install the front master cylinder as follows:

- Place the master cylinder on the handlebar.
- Install the holder clamp with the UP arrow (Figure 31) pointing up and install the screws.
- Tighten the upper screw first and then the lower. Tighten the screws to the torque specification listed in Table 1.

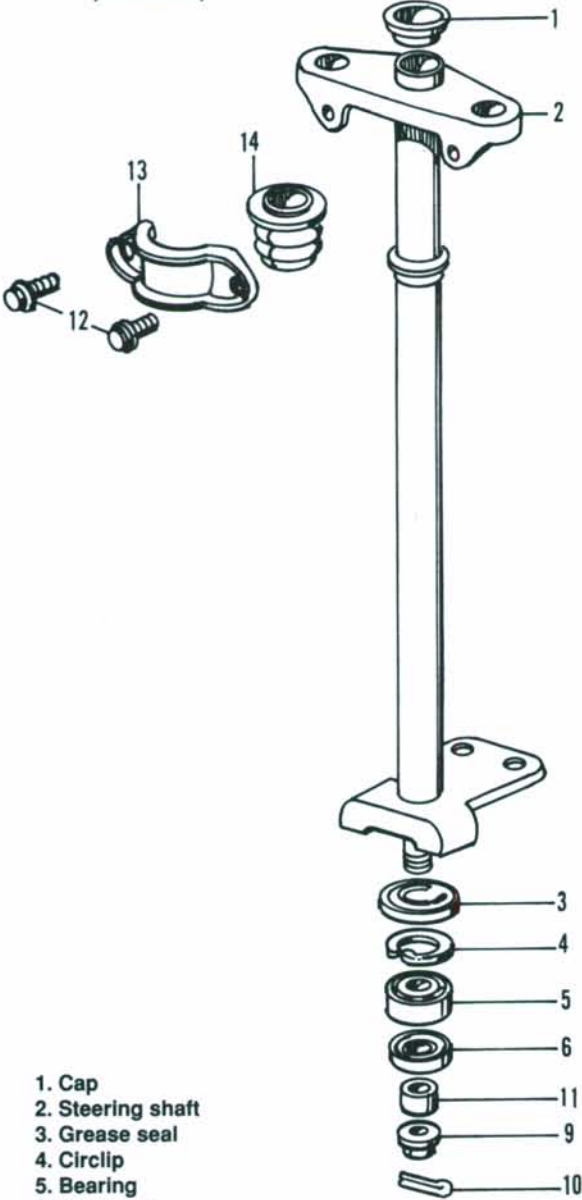
10. Install the throttle assembly and clamp, then install the screws. Align the throttle housing with the end of the master cylinder. Tighten the screws securely.



32

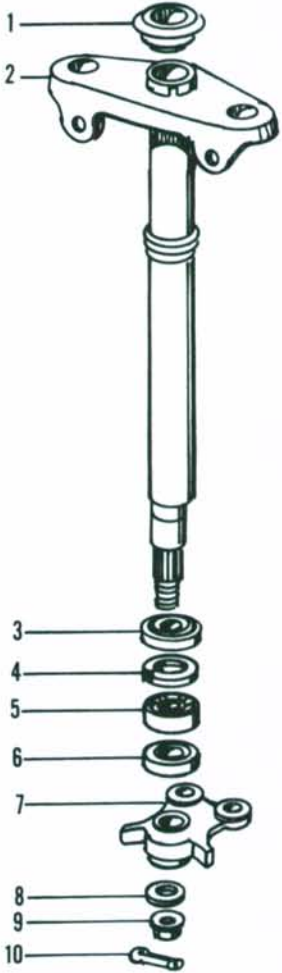
STEERING SHAFT

2-wheel drive
(1988-1992)



- 1. Cap
- 2. Steering shaft
- 3. Grease seal
- 4. Circlip
- 5. Bearing
- 6. Dust seal
- 7. Steering arm
- 8. Thrust washer
- 9. Self-locking nut
- 10. Cotter pin
- 11. Collar
- 12. Bolts
- 13. Holder
- 14. Bushing

4-wheel drive and
1993 2-wheel drive



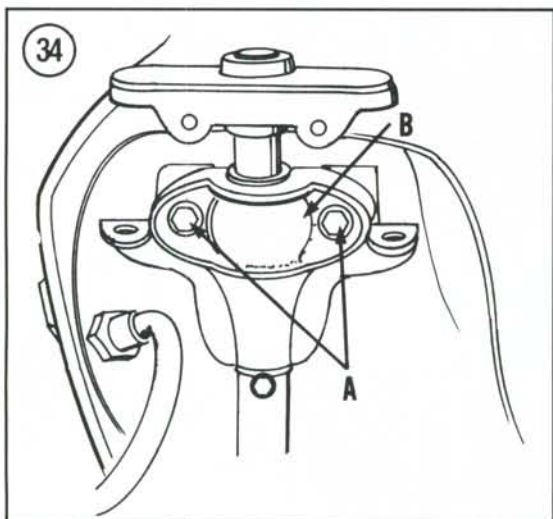
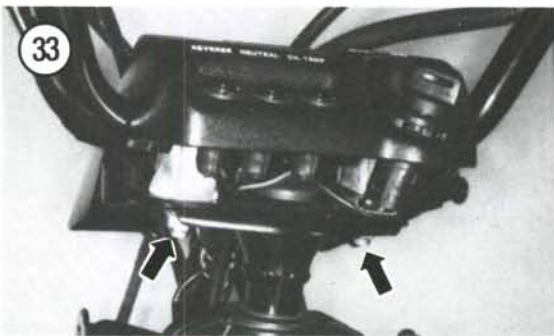
11. After all assemblies have been installed, test each one to make sure it operates correctly with no binding. Correct any problem at this time.
12. Install the handlebar cover, special screws and rubber grommets. Tighten screws securely.
13. Install the small nameplate in the handlebar cover.

STEERING SHAFT

Removal

Refer to **Figure 32** for this procedure.

1. Place the vehicle on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Remove the seat and front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen. On 2-wheel drive models, also remove the inner fender panels.



3. Remove both front wheels as described in this chapter.

CAUTION

Cover the frame with a heavy cloth or plastic tarp to protect it from the accidental spilling of brake fluid. Wash any spilled brake fluid off any painted or plated surface immediately as it will destroy the finish. Use soapy water and rinse thoroughly.

CAUTION

See the CAUTION at the beginning of this chapter relating to the use of self-locking nuts.

4. Remove the lower nuts (**Figure 33**) securing the handlebar lower holders. *Discard* the nuts, they cannot be reused.
5. Move the handlebar assembly back and off the steering shaft and place it on the frame. Keep the master cylinder in an upright position to minimize loss of brake fluid and to keep air from entering the brake system. It is not necessary to remove the hydraulic brake line from the master cylinder.
6. Remove the bolts (A, **Figure 34**) and holder (B, **Figure 34**) securing the steering shaft to the frame.
- 7A. On 1988-1992 2-wheel drive models, remove the cotter pin (A, **Figure 35**) and steering shaft nut (B, **Figure 35**) at the base of the steering shaft. *Discard* the cotter pin as a new pin must be installed.
- 7B. On 4-wheel drive and 1993 2-wheel drive models, remove the cotter pin, steering shaft nut and thrust washer (A, **Figure 36**) at the base of the steering shaft. *Discard* the cotter pin as a new pin must be installed.
8. Disconnect both tie rods (**Figure 37**) from the steering shaft lower end as described in this chapter.
9. On 4-wheel drive and 1993 2-wheel drive models, remove the steering arm (B, **Figure 36**) from the base of the steering shaft.
10. Remove the steering shaft from the frame.

Inspection

1. Carefully inspect the entire steering shaft assembly, especially if the vehicle has been involved in a collision or spill. If the shaft is bent or twisted in any way, it must be replaced. If a damaged shaft is installed in the vehicle, it will cause rapid and excessive wear to the bearings as well as place undue

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